

Friday--- the Day for Bargains!

SALE OF "QUAKERCRAFT" LACE CURTAINS and Sample Lengths of Door & Sash Laces,

At Less Than Manufacturer's Cost!

(Basement Store Balcony.)

Door Nets and Sash Laces, in 1 1/4 to 1 1/2 yd. lengths, at, each... **15c**

Samples of "Quakercraft" lace—in conventional and floral designs—would be sold in a regular way—at 35c to 50c the yard.

Nottingham Lace Curtains, pair... **.75c**
2 1/2 yds. long—in pretty designs, worth \$1.25 pr.

Nottingham Lace Curtains, pair... **.95c**
3 yards long—in dainty styles, worth \$1.50 pr.

Sample Pairs of "Quakercraft" Lace Curtains—worth up to \$3.00 the pair, at, each... **.95c**

Beautiful Lace Nets, in sample lengths, just right for doors or sashes, each... **.35c**

Would be regularly priced at—75c to \$1.00 yd.

Linen Lunch Cloths, Extra Special, at... **\$1.25**
Linen Table Covers, Extra Special, at... **\$1.75**
Hemstitched, with drawn corner design—in handsome patterns.
1st Floor. 1st Floor.

Remnant Sale In Basement **Calishers** Remnant Sale In Basement

Fall Opening Exhibit

Will Be Held Monday and Tuesday—
The Sunday Herald will give you full details—It will interest you much!

No more Grey Hairs—no more dandruff—no falling hair when you use **Hay's Hair Health**

Restores hair to its natural color, is not a dye. Get a bottle from your druggist today. He will refund your money if you aren't absolutely satisfied.

50c and \$1.00 a bottle. Sample bottle sent on receipt of 10c and dealer's name. Phil Hay Specialties Co., Newark, N.J.

KNORLAUCH DRUG CO., KELLY & POLLARD, PEOPLE'S DRUG STORE, DEPOT PHARM, POTTER DRUG CO., A. E. KYLE & CO., WARREN PHARM, J. A. WEBSTER & CO., SCOTT WHITE & CO.

To Fight Evil of Drink
"No-Drunkard Plan" Would Impose Penalties on Server and Drinker.
By Ella Wheeler Wilcox.

DRUNKENNESS is on the decrease.

One hundred years ago all men who drank alcoholic liquors drank far more heavily than they do now. In the days of George Washington drunkenness was not considered a vice. A man was expected to keep sober during the day, but most men indulged in orgies of drink at dinner time. They lived much in the open, and they were not as highly developed as the men of this era. Yet now and then we find one who suffered from his excesses. Charles the Fifth, of Spain, and ruler of Holland, Belgium and Sicily, abdicated the throne in 1555. He was only fifty-five years old; yet he was a decrepit old man through gluttony and heavy drinking.

Science and hygiene and education in all progressive ways are lessening the use of stimulants of all kinds among the better classes of people. Now there is a great idea on foot which will, if carried into execution, help to do away with drunkenness to a much larger degree than any previous method has done.

It is called "The No Drunkard Plan," and is worthy the hearty cooperation of every clear minded, right thinking citizen.

Here it is:

A. Abolish all licenses as now paid by owner of hotel, cafe or saloon.

B. Each person believing he should have alcoholic liquors shall take out a personal license, cost to be one dollar (\$1.00) per year and to be secured on the same plan as automobile license, and good for calendar year only. Must be applied for by mail and not secureable in less than forty-eight hours. His license when granted shall consist of

the day of the week, the name of the

to you when the appetite is keen, the digestion good and the liver and bowels active. If you are not enjoying these privileges you should try

HOSTETTER'S STOMACH BITTERS

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Mexicans, Put Off Train, Attack and Beat Up Fireman W. G. Leggett

American Trainman Is Assaulted While Off Guard; Football Coaches Named.

W. G. LEGGETT, fireman for the eastern division of the El Paso & Southwestern railroad, was beaten up and painfully injured Tuesday evening by two unknown Mexicans. It happened at mile post 142, which is about two miles this side of Carrizozo, N. M. The Mexicans flagged the train when the train was brought to a stop they boarded it. As they had no business on the train they were ejected by the train crew. Leggett, who was off duty, then started the train and while it was yet in motion the Mexicans again boarded it, a few car lengths behind where they first were on it. The engine stopped and as the intruders apparently had some arms in concealment, Leggett deemed it advisable to go back to the caboose and phone for the sheriff. Before he got near the caboose, he heard a noise and turned around. The Mexicans had Leggett down and were beating him over the head and body with their fists and also with a scamp shovel. One of the Mexicans slipped up on the fireman while he was turning off the motor and hit him. Leggett turned around and started wrestling with this one and while he had the Mexican down, the other Mexican hit him over the head and body with a scamp shovel, knocking him unconscious. He recovered in a short time.

During the conflict one of the intruders hit Leggett on the side of the head with a scamp shovel, and the other, who was holding the scamp bar, and this, combined with the previous blow on the head with the scamp, weakened Leggett so as to make him an easy mark. The Mexicans threw him off the engine on the engineer's side. By this time reinforcements from the train crew arrived on the scene and the Mexicans ran. They were followed for a short distance, but were soon out of sight. The sheriff was notified and is looking for them now. One was very tall and slender, while the other was short and stout, weighing about two hundred pounds. As Leggett was in no condition to fire the engine, a fireman was sent from Carrizozo to take him to the hospital. Leggett was taken in an automobile to Carrizozo, where the company physician attended to his wounds, which were painful, but not serious. His head is cut and bruised in several places and his side has a bad bruise from the scamp bar. Mr. Leggett has arrived in the city and is now in the hospital, where he is being treated for his injuries. He is able to fire his engine after a few trips.

George Chant and Herne Hull will be the coaches for the local appropriation football team of the El Paso & Southwestern. Regular practice has been resumed and several candidates are being trained for positions. Among the candidates are apprentices, R. J. Reynolds, captain, Henry Gilbert, Joe Boone, Chester Hammonds, "Doc" Williams, and Virgil Cowart, Jackson, Glenn Lewis, Henry Lang, G. L. Sinkum, Loyd Lawrence, "Cutie" Richards, King Barton, Gibson, O'Connor, and Harrison. Their practice grounds are on Texas street, near Euclaypus street, in East El Paso.

Day watchman Ed. Allen, of the El Paso & Southwestern, at El Paso, is taking a 10 days' vacation, and extra watchman Paddy is filling his vacancy.

John Reid, regular engine fireman for the El Paso yard service of the G. H. & S. A., is laying off for a few nights and is filling his vacancy on the night switch engine.

C. A. Cleaves, extra switchman for the G. H. & S. A., is working for a few nights on the night switch engine with engine foreman J. D. Thurman, while the regular man is laying off for a few shifts.

J. J. Trainor, regular helper for the G. H. & S. A., has reported for duty after a short lay off. He was placed on the night lead engine with engine foreman J. W. Gerald.

W. Chenuit, switchman for the G. H. & S. A., has recovered from a short illness and is back on duty. He was placed on the night lead engine in the local yard service, with engine foreman J. M. Neal.

W. B. Hamilton, switchman for the G. H. & S. A., has reported for duty after a short lay off and was placed on the day night depot coach engine, with engine foreman C. N. Adams.

W. R. Callender, regular through freight fireman for the G. H. & S. A., has reported for duty after a short lay off and was placed in through freight service between El Paso and Valentine.

C. L. Adams, engineer for the western division of the El Paso & Southwestern, is making a few rounds in regular passenger service, in engine No. 3. A. Raser's turn, who laid off at Douglas, Adams is pulling passenger with engine No. 2.

"Grannie" Davis, regular engineer for the eastern division yard service of the El Paso & Southwestern, at El Paso, is laying off for a few shifts and is filling his vacancy.

Sam Thorne, regular fireman for the western division of the El Paso & Southwestern, is laying off for a few shifts and is filling his vacancy.

The El Paso & Southwestern extra list at El Paso of the western division contained six extra engineers and

three firemen late yesterday evening. Bill Phillips, extra engineer for the western division of the El Paso & Southwestern system, is making a round trip in local service, between El Paso and Hatch, on engine 293, in regular engineer Young's train.

W. J. Collins, regular through freight engineer of the eastern division of the El Paso & Southwestern, is reported for duty after a short lay off, and was placed in through freight service between El Paso and Carrizozo, on engine 164.

J. Osteen, extra engineer for the western division of the El Paso & Southwestern, has reported for duty after a 45 days' lay off, and was placed on the local extra list.

H. Keith, fireman for the eastern division of the El Paso & Southwestern system, is laying off for a few trips and an extra man is filling his vacancy.

C. E. Jones, regular passenger fireman for the western division of the El Paso & Southwestern, has reported for duty after a short lay off and was placed on through passenger runs Nos. 23 and 24, between El Paso and Douglas.

E. L. Young, regular engineer for the western division of the El Paso & Southwestern system, is laying off for a few trips.

Ernest Price, regular yard clerk in the employ of the railroad at El Paso, reports that he has taken a month's vacation and will spend it at Albuquerque.

W. Stewart, Santa Fe switchman of the El Paso yard service, is laying off for a few shifts and an extra man is filling his vacancy.

T. G. Jerome, G. H. brakeman at El Paso, is taking a few trips' lay off and an extra brakeman of the local board is filling his vacancy in through freight service between El Paso and Valentine.

T. E. Lake caught this turn and will hold it until Jerome reports for duty.

J. H. Thompson, regular through freight brakeman for the Texas & Pacific out of El Paso, is laying off for a few trips, and an extra man is filling his vacancy.

W. McCormick, general ticket agent for the Sunset-Central lines at El Paso, has returned from a vacation in California and has resumed his duties.

"Captain" Sutton, regular conductor for the Santa Fe railroad, has been assigned to the Deming and Pterro local turn.

R. M. Hoover, superintendent of the El Paso division of the G. H. & S. A., with headquarters at El Paso, is making a business trip over his division.

Texas & Pacific conductor Ralls is laying off for a few trips and an extra conductor is filling his vacancy.

C. Baldwin, Santa Fe brakeman, has received notification to the effect that he has been regularly assigned to the Deming and Pterro local, with conductor "Kid" Heath.

"Kid" Heath, engineer for the Santa Fe, has been assigned to passenger runs 80 and 810.

A party of Santa Fe engineers, conductor and brakeman, will leave for a game hunting trip in the Black Range mountains, "Doc" Williams, and Virgil Cowart, Jackson, Glenn Lewis, Henry Lang, G. L. Sinkum, Loyd Lawrence, "Cutie" Richards, King Barton, Gibson, O'Connor, and Harrison.

Their practice grounds are on Texas street, near Euclaypus street, in East El Paso.

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DEEMING MAY GET CREAMERY SHORTLY

Two Men Investigate Conditions With View of Starting Industry.

Deming, N. M., Sept. 18.—Roy C. Ames, a creamery man from Phoenix, Ariz., is in the city for the purpose of establishing a creamery, and will confer with the board of directors of the Mimbres Valley Farmers' association, Inc., next Saturday. It is realized that the subject of the dairy cow has come to stay in this region, and the sooner the milk products can be manufactured into butter the sooner the farmers will reap the reward. D. B. Higgins, of Deming, is also collecting data for the same purpose, and has abundant capital back of him for such an enterprise.

There are a large number of silos being constructed in this vicinity and many others will be completed this fall. They are mostly of the underground type and are built to hold from 25 to 175 tons of silage. The immense corn crop and the large acreage of alfalfa and clover make the silo a very desirable adjunct to the farm. Deming has a contract to build a silo for a farmer, and is also collecting data for the same purpose, and has abundant capital back of him for such an enterprise.

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